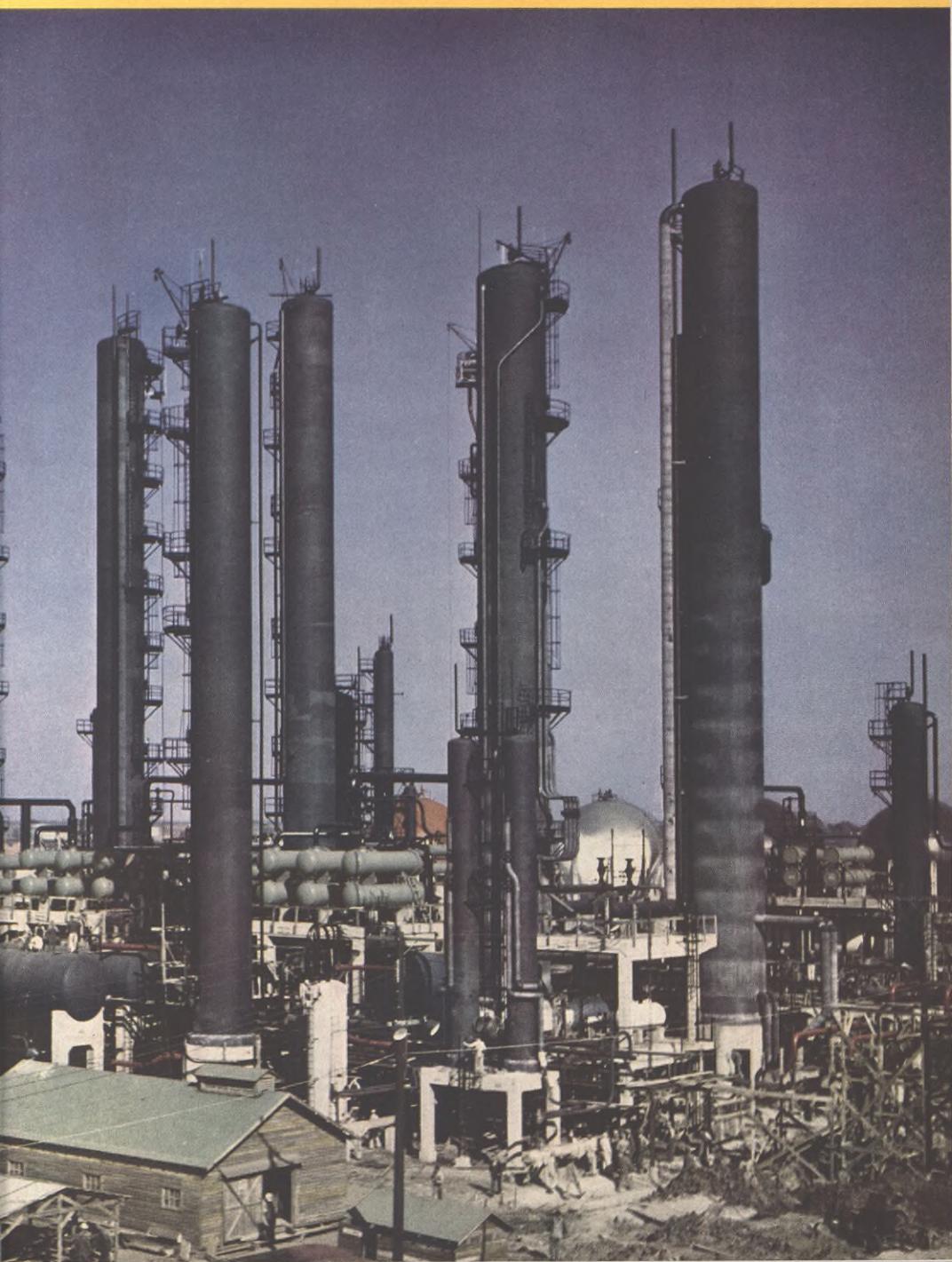
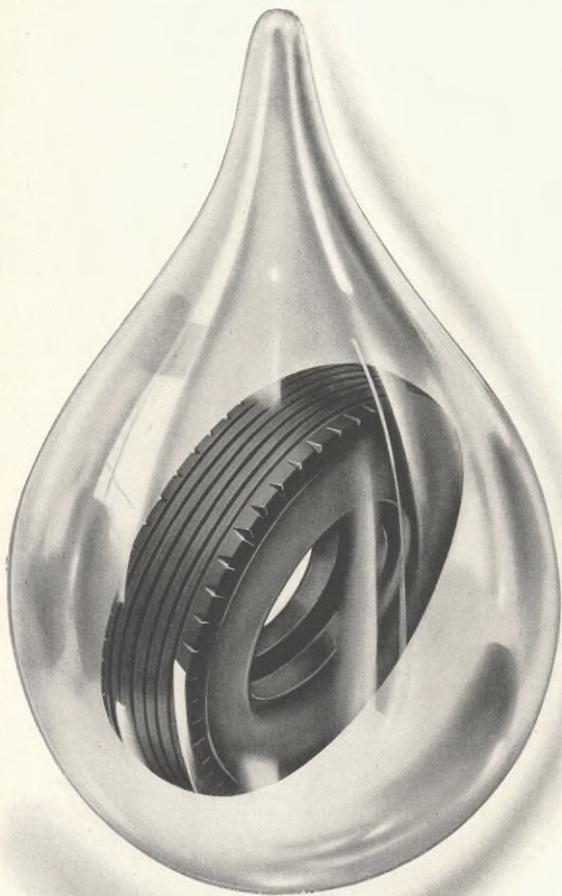


# THE TEXACO STAR

W I N T E R

1 9 4 3 - 4 4





## MIRACLE...IN TEXAS!

**Y**ES, out in Texas we have been teaching petroleum to bounce . . .

Thousands of tons of synthetic rubber, made possible by the magic of petroleum chemistry, are now pouring forth to sustain America's war effort.

The Texas Company has helped to create the world's largest petroleum *Butadiene* plant. This one plant can produce enough base stock to make 110,000 tons of synthetic rubber. This is equal to one-seventh of the entire wartime program of synthetic rubber in the United States.

Back of this effort is a remarkable story. To make it possible five different oil companies — of which The Texas Company is proud to be one — got together on the problem of supplying the essential *Butadiene* from which the synthetic rubber is made.

Contributing the time and talent of their key men entirely without cost . . . combing the industry for the newest ideas and methods, contributed without payment . . . these companies organized, planned and largely staffed this great new *Butadiene* supply unit.

Chalk up one more victory for petroleum . . . a victory in which The Texas Company is proud to have played an important part.

### THE TEXAS COMPANY

TEXACO FIRE-CHIEF AND SKY CHIEF GASOLINES  
HAVOLINE AND TEXACO MOTOR OILS

FRONT COVER shows some of the 200-ton towers of the Neches Butane Products Company, world's largest plant to make butadiene—chief ingredient of synthetic rubber—from petroleum. The story of the project is in this issue.



# THE TEXACO STAR



VOLUME XXX

NUMBER 3

WINTER 1943-1944

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The front cover, a color photograph of part of the Neches Butane Products Company plant at Port Neches, Texas, was taken while construction was still in progress. The back cover shows the service flag of The Texas Company's, subsidiaries', and affiliates' employes on military leave of absence in mid-November.

## A PUBLICATION OF THE TEXAS COMPANY

AND ITS SUBSIDIARIES AND AFFILIATES

MEMBER, THE HOUSE MAGAZINE INSTITUTE,

NATIONAL COUNCIL OF INDUSTRIAL EDITORS' ASSOCIATIONS

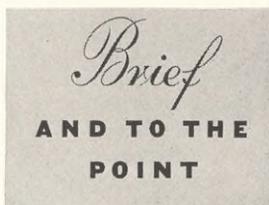
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DIRECT ALL COMMUNICATIONS TO THE EDITOR OF THE TEXACO STAR

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★ The Texas Company's Saturday afternoon broadcasts of the Metropolitan Opera, which are heard from coast to coast in the United States, also in Canada, and by short wave in the Latin Americas, are now in their fourth season. The 1943-44 season of the Metropolitan Opera Association marks its Diamond Jubilee.



★ In World War I, the average Army division had about 4,000 horsepower in mechanical equipment. In this war a division's horsepower is 200,000, and still growing, says Col. O. J. Otjen of the United States Army.

★ A new Texaco Lubricant known as Low-Temp, now in use by the Army Air Forces, permits aerial camera mechanisms to click away six miles above the earth, at 80 and 90 degrees below zero, without jamming or sticking.

★ An Asphalt Sales Department employe supervising Government construction in Greenland recently built a road over ice, which, because of climatic conditions there, is expected to be permanent. A two-foot insulating layer of moss was laid on the ice, followed by a layer of gravel and a surface of Texaco Cutback Asphalt.

★ Oil leaving Longview, Texas, in the "Big Inch" pipe line reaches the Eastern seaboard in about 12 and one-half days, according to B. E. Hull, builder of the line.

★ Railroads in the United States operate nearly 2,000 tugboats, ferries, car floats, and other floating equipment, says *Science and Invention*.

★ Stamps in the nation's 150 million ration books equal more than a 12-year supply of postage stamps, according to *Rays of Sunshine*. *Printers' Ink* says it costs the Government about \$1,500,000 to produce a ration book.

# PETROLEUM LEARNS TO BOUNCE

*On the flat Gulf Coast of Texas stands a new war memorial, 48 gigantic towers of steel, 42 steel spheres, and a host of other structures. It symbolizes the cooperation of government and industry in the largest single effort of the war to relieve the critical rubber shortage. . . . .*

AMERICA learned how to make so-called synthetic rubber a long time ago, but not much of it was needed. The supply of natural rubber was plentiful and sure. The year before December 7, 1941, we used a record quantity of it—600,000 tons.

That morning of Pearl Harbor, the outlook changed. Ensuing weeks saw our Far East supply lines severed. Those who kept tabs on the nation's rubber stockpile knew it would last just so long, and synthetic would be needed in vast quantities before the stockpile dwindled to nothing.

A gaseous substance called butadiene was required to make the type of synthetic called for, and butadiene had been made, up to that time, only on a small scale. It can be made either from alcohol or from petroleum, and the Government, shortly after Pearl Harbor, planned to build a number of small plants and make it from both products. To keep the war effort and our national economy from sinking like a punctured tire as the natural rubber stockpile diminished, production of 800,000 tons of synthetic a year was needed.

Five large companies of the petroleum industry promptly stepped forward and made the point that if permitted to construct a single large plant of

100,000 tons rated capacity in the neighborhood of their Gulf Coast refineries, the necessary feed stocks for the manufacture of butadiene could be supplied by a short haul.

These companies, it was proposed, would supervise the design and construction and manage the operation of the completed plant without profit. They would furnish and pay for the requisite managerial, technical, and organization personnel. Not even the customary management fee would be charged, but all expenses and services would be a contribution by these companies—The Atlantic Refining Company, Gulf Oil Corporation, The Pure Oil Company, Socony-Vacuum Co., Inc., and The Texas Company—to the war effort.



A mammoth derrick lifted the towers

The Government agreed to the suggestion, and so it came about that the largest plant in the world for making the prime factor in synthetic rubber production now has given a skyline to Port Neches, Texas. It was not built easily. Rather, it was one of the toughest jobs the industry as a whole, or any part of it, has ever tackled. "Bottlenecks," it will be remembered, were common in those first months after our entry into the war. The men who labored to build this plant would have welcomed anything so simple.

so easy to expand as a bottleneck when much of their time their problems seemed more to resemble a blank wall with no loopholes.

Starting almost entirely from scratch, the companies began a race with the nation's highly vulnerable rubber stockpile, much of it already on the wheels of the country's automobiles and dwindling rapidly as America went all-out for war. Never was a job attempted with greater urgency and with less time to finish.

They formed the Neches Butane Products Company, exchanged certain research facilities and technical information; secured the data and "know how" they did not collectively possess, assigned their best-qualified employees to the project in approximately equal proportions, and settled down to iron out the major problems of plant design and butadiene production.

A 314-acre tract of prairie was acquired while technicians struggled with the problem of getting more butadiene from a barrel of oil than had ever been obtained before, yet leaving in the barrel petroleum suitable for making high-octane gasoline and other necessary products. It hadn't been done before. With their combined skill, they did it. This hurdle passed, the Defense Plant Corporation, a unit of the Reconstruction Finance Corporation, awarded a contract for the plant's construction to The Lummus Company, well-qualified in the petroleum industry as an engineering and construction organization.

By that time they all knew what they wanted, and could see the completed plant in their mind's eye. The Defense Plant Corporation erected two copolymerization units on nearby sites. In these, one operated by the B. F. Goodrich Company and one by the

Firestone Tire and Rubber Company, the Neches Butane Products Company's butadiene would combine with styrene produced by the chemical industry to produce a latex for making synthetic rubber gum.

Meanwhile the five participating companies put millions into expanding their own refinery facilities, not alone to supply the new plant with its raw stock, called butane-butylene, but to make greatly increased quantities of aviation gasoline from the 95 per cent of petroleum left in each barrel.

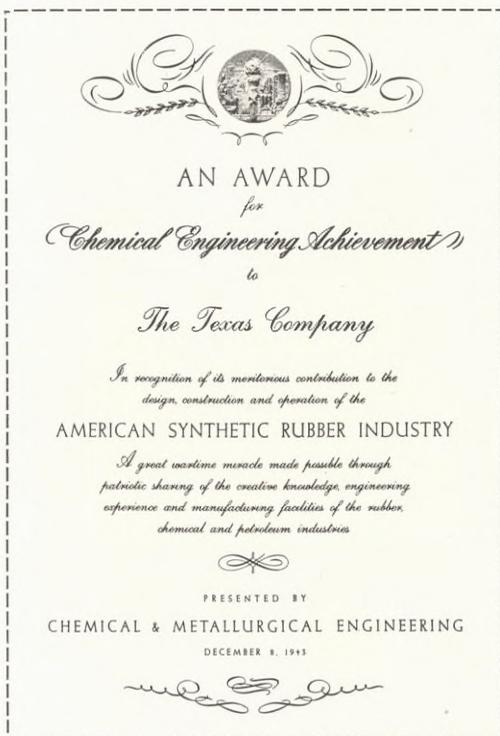
With the spokes of the wheel thus taking shape, work had begun on the hub, that giant of the plains which was to produce enough synthetic rubber each year for 23,000,000 auto tires, which was to generate in a 24-hour day 50,000,000 pounds of steam from

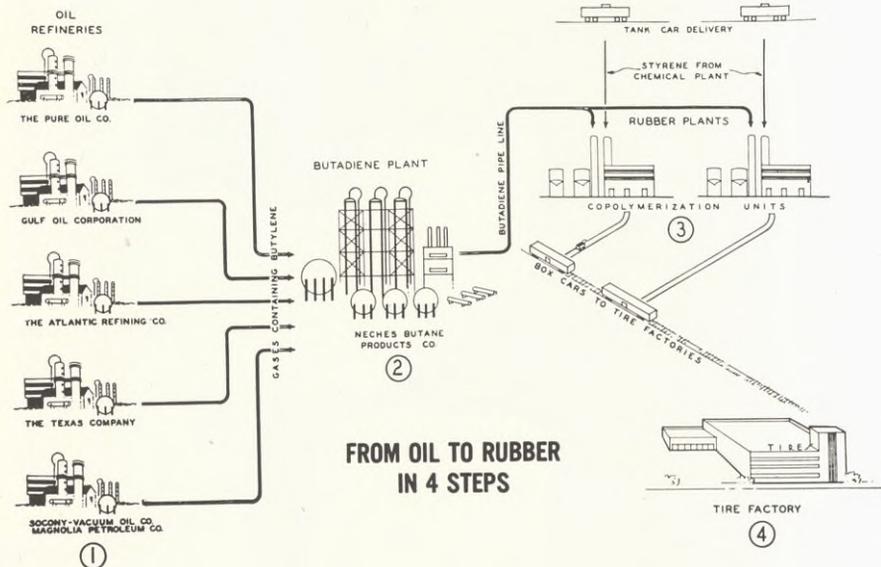
73,000,000 cubic feet of readily available natural gas fuel, and which was to require in a single day 303,000,000 gallons of water for cooling—enough to supply a city the size of Cleveland, Ohio, for the same period.

The soggy prairie, although geographically the logical site for the plant, had its drawbacks. Once the vanguard of a final city of 6,000 workers were housed in hundreds of temporary buildings and trailers, roads were built, drainage canals dredged, high wire fences erected, electricity and water brought in, and construction buildings set up with comparative ease. Then as had been expected, little solid bottom

could be found to the soft Texas soil, and 11,330 concrete piles and foundations had to be rooted deep beneath the surface before permanent installations could be begun.

There was the railroad transportation problem to be faced, too, for the Southeastern Texas refineries had been accustomed to receive most of their raw material by pipe line and to ship finished products





by tanker. Existing rail lines were occupied with equally vital shipbuilding and refinery work, tankers were under Government control hurrying refined products to battle fronts, and bulldozers, building materials, and machine tools won't go through a pipe line. So a series of railroads connecting with main lines, and miles of temporary sidings, had to be built for early good measure.

Bad as this was, the materials problem was worse. Everybody wanted materials, everybody wanted triple-A priorities. Guns, tanks, planes, warships, and ammunition came first. There weren't enough supplies, enough of the right kind of building materials, enough steel, enough of the necessary tools to go around. Eventually they were obtained, but those who got them for the Neches Butane Products Company knew they had been in a fight.

No vessel fabrication company could be found to construct the lofty steel fractionation towers, the bulky steam boilers, and other equipment usually built elsewhere and shipped to the site of any somewhat similar plant. This time, the country had to be scoured for steel rolling equipment and hydraulic presses to make the mammoth vessels on the spot. They were discovered and shipped in. Conventional welding equipment, however, was not to be had, but some newly-developed electric seam-welders were obtained and expert welders trained inexperienced help so they could be used.

Most of the tall steel towers and the steam vessels or boilers were made in the on-location fabricating

shop and, surprisingly enough, at a lower cost than anticipated. Each of the fractionation towers was built in one piece and towed on rails to its site by "The Dinky," an ancient steam engine that has worked on Texas oil jobs as long as the oldest hand on the job could remember. Each tower's 200-ton bulk finally was set upright on a 15-foot concrete foundation—some of them in 20 minutes, thanks to the superlative skill of men known as riggers and the power of one of the largest mobile derricks ever employed.

The petroleum chemist can tell you, using terms such as fractionation, dehydrogenation, butane, isobutane, isobutylene, and catalysts, how butadiene is made. To understand the details, you have to be a chemist yourself. But one oil expert, using terms on which technicians frown, briefed the process in this homely manner:

"Imagine a big hall," he said, and he pointed to one of the steel towers indicating that was the kind of a hall he meant. "Imagine a big hall with ten million fleas in it. They send you in with a sledge hammer and a crowbar and tell you to knock off the right hind leg and left front whisker of each flea and then, when you've finished, to sort out all the fleas you've maimed in the process."

Semi-technically, what happens is this: Pure butylene must be obtained from the gaseous feed stock called butane-butylene. To separate the pure butylene from this mixture is a delicate task in itself, but getting butadiene from butylene is where the figure

of speech about the fleas' whiskers and legs comes in. Using catalysts and extremely hot steam in one of the towers, two hydrogen atoms are neatly sheared from each butylene molecule—and what results is a mixture of 20 per cent butadiene, 80 per cent butylene, and steam.

"Sorting out the maimed fleas" begins by removing the steam, cooling and compressing what is left, and separating the butylene and butadiene by complex purification treatments in another battery of giant towers. The freed butylene goes back through the dehydrogenation plant to get hydrogen atoms sliced from other molecules until no more butadiene can be obtained from it.

Whatever is left over from all the processes—only about one-third of the raw stock becomes butadiene—is returned to the refineries and helps make 100-octane gasoline.

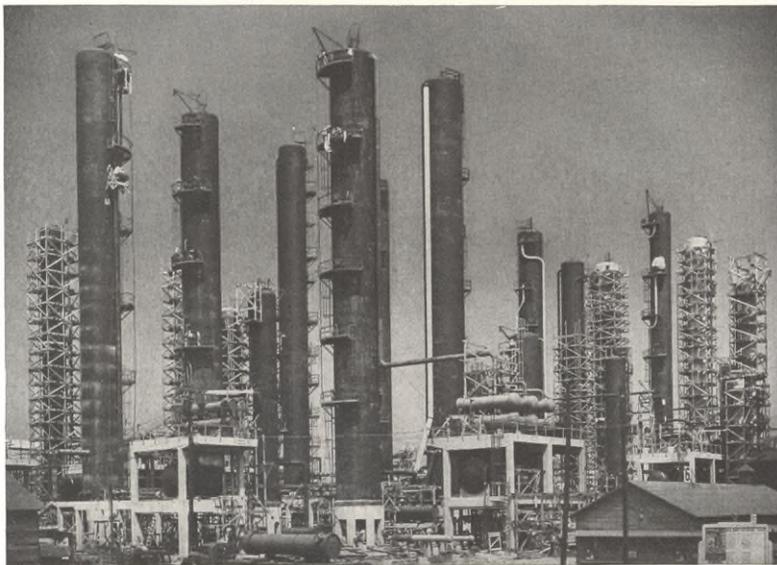
Automatic instruments open and close valves that pass gases in and out of the various processes and from one fractionating tower to another. Temperature and pressure gauges are the "watchmen" that report every operation in the flow of gases.

As this is written, the last contingent of about 6,000 persons engaged in building the new plant is putting on the finishing touches. Part of it is completed and has gone "on stream," as refiners say. Once in full operation, the force required to turn out product to make 110,000 long tons of synthetic rubber a year will be about 800 persons, working

around the clock in three shifts, every day in the year.

The key men of this war and post-war plant who struggled with its problems of design, research, construction, and organization represent all five participating companies. On the board of directors, The Texas Company is represented by M. Halpern, Texaco Vice President, and by G. R. Bryant, General Manager of Texaco's Refining Department. W. H. Hoffman, President of Neches Butane Products Company and one of its directors, was formerly an employe of Texaco's Refining Department, Managerial Division. Also among the officers is F. W. Cooper, Assistant Secretary-Treasurer, who also was a Texaco Refining-Managerial employe.

On the six management committees of Neches Butane Products Company, employes of The Texas Company hold three of the chairmanships: duBois Eastman of the Refining Department's Technical and Research Division is chairman of the Technical Committee; S. E. McKee, Manager of the Insurance Department, is chairman of the Insurance Committee, and James Tanham, Vice President, is chairman of the Public Relations Committee. Former Texaco employe W. H. Hoffman heads the Management Advisory Committee on which Frank L. Wallace, Works Manager, Port Arthur Works, represents the Company. George W. Ray, Jr., General Attorney, is a member of the Legal Committee and W. M. Stratford, Assistant Patent Counsel, of the Patent Committee.

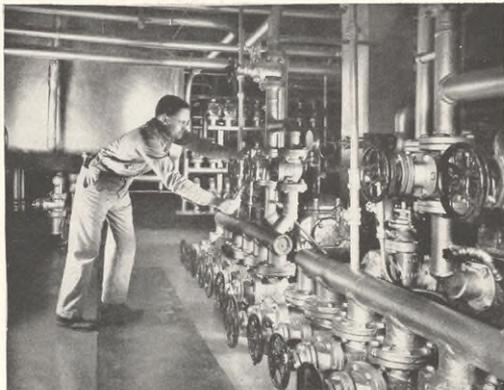


This shows about one-third of the main plant while construction was in progress



Texaco drums are spray-painted at the can factory. A miniature glass bubble tower in the movie (left) shows refining processes

## MASTERS OF MOLECULES —TEXACO'S NEW MOVIE



Blending finished oils takes plenty of skill. Here a Texaco worker, in a scene from *Masters of Molecules*, takes care opening a single valve

(Right) These two British sailors pictured in the film are veterans of the sturdy Texaco-built tanker *Ohio's* famous wartime voyage to Malta



A MAN named Drake turned over a new page of history in 1859 when he struck oil in Pennsylvania. Today, in vast oil refineries like Texaco's, modern Aladdins at the touch of a dial control the transformation of crude petroleum into one thousand and one products undreamed of 84 years ago. Working in cities of tanks and towers, stills and stacks, they make the petroleum products needed now to beat the enemy. Tomorrow, their skill will help build a better world to live in.

Manning the Texaco refineries where these miracles take place are the men and women of the Refining Department. To these workers Texaco has

dedicated its recently completed educational motion picture, *Masters of Molecules*.

Third in Texaco's series of motion pictures portraying operations in the industry, *Masters of Molecules* tells the story of petroleum refining. Like the two it follows—*Deep Horizons*, dealing with prospecting and oil well drilling, and *Pipe Line*, showing pipe line operations—this new picture is a 16-millimeter, all-color sound film.

Initially scheduled for showing to Texaco employees throughout the country, *Masters of Molecules* will later be available to service clubs and other organizations.

IN ★ ★ ★ ★  
THE ★ ★ ★ ★  
SERVICE ★ ★



Capt. Frederick D. McDonald came from Atlanta District



HA 1c Norma G. Entrikin, WAVES, is from the Minneapolis District Office

SALES PEOPLE  
IN UNCLE SAM'S  
FIGHTING GARB



2nd Lieut. James H. Davis, Atlanta District; U. S. A. F.



S. Sgt. R. C. Peek, Air Forces, Atlanta Dist.



Cpl. E. M. Kelly was employed in Chicago



New York's L. T. Lindstadt is an Army private



Cpl. Carl E. Sundell was in Boston District



Med. Tech. G. H. Nickles, Jr., of Minneapolis



SK 2c H. F. Huff, U. S. N. R., Denver District



Pvt. W. C. Smith, Junior Salesman, Atlanta



Pvt. J. A. "Sure-Shot" Allen, Denver, cavalry



Pvt. Stanley Johnson, Boston accounting



Sgt. Bob Nicholson, Minneapolis District



2nd Lieut. B. H. McCollum, Atlanta service star



W. P. Bradley, Chicago Dist., Coast Guards



Lieut. Bob Carr, Minneapolis, in Alaskan garb



Cpl. Richard A. Wales came from Boston



T. Sgt. Bert Hartnall, Chicago, radio man



Pvt. R. L. Saunders, an MP from Denver



Capt. B. B. Jones, Buffalo Dist., overseas



Lieut. R. Campion was in Boston District



## THE UNITED STATES OF AMERICA

TO ALL WHO SHALL SEE THESE PRESENTS, GREETING:

THIS IS TO CERTIFY THAT  
THE PRESIDENT OF THE UNITED STATES OF AMERICA  
PURSUANT TO ACTS OF CONGRESS APPROVED MARCH 3, 1863  
AND JULY 9, 1918, HAS AWARDED IN THE NAME OF CONGRESS TO

Flight Officer John C. Morgan, Army Air Forces, United States Army

### THE MEDAL OF HONOR

FOR  
CONSPICUOUS GALLANTRY AND INTREPIDITY INVOLVING  
RISK OF LIFE ABOVE AND BEYOND THE CALL OF DUTY  
IN ACTION WITH THE ENEMY

on a bombing mission over enemy occupied continental Europe, 28 July 1943

GIVEN UNDER MY HAND IN THE CITY OF WASHINGTON  
THIS 29th DAY OF November 1943

*Henry L. Stimson*  
SECRETARY OF WAR



RADIOPHOTO FROM PRESS ASSOCIATION

The nation's highest symbol of gallantry is placed around the neck of Lieut. John C. Morgan by Lieut. Gen. Ira C. Eaker. The certificate is shown above

## "FLIGHT THROUGH HELL" HAS A HAPPY ENDING

Two headlines that gladdened American newspaper readers lately were over what editors have come to know as "the headless pilot story."

One headline said that Lieut. John C. (Red) Morgan was awarded the Congressional Medal of Honor, highest military award given by the United States. Another said Staff Sgt. Tyre C. Weaver, Jr., of Riverview, Alabama, was a prisoner of war in Germany.

This was the first mention of Weaver's name as the top turret gunner who, with the stump of his shot-off arm spurting blood, parachuted from a bomber on the long chance he might receive medical aid.

Readers of THE TEXACO STAR knew the story as *Four-Hour Flight Through Hell*, published in the Fall Number. Morgan, a Texaco employe on military leave, was co-pilot and took charge of the bomber during a raid on Hanover, Germany, when a shell practically beheaded the pilot and wounded Weaver. For hours he flew the damaged plane in formation

with one hand and held the pilot's limp body off the controls with the other, making a successful bombing run and bringing the Fortress back to its base.

Early in December came word that Lieut. Morgan, who before the war was a Tank Truck Operator at the Oklahoma City Bulk Station, Domestic Sales Department, was to receive the Medal of Honor as well as the Distinguished Flying Cross. Only a few days later Tyre C. Weaver, Sr., a storekeeper in Riverview, Alabama, announced that his son was a prisoner.

On December 18 Lieut. Gen. Ira C. Eaker, commander of the Eighth Air Force, invested Morgan with his honors.

Thus the husky lad who used to fill the tanks of Oklahoma City Texaco service stations, now has a decoration possessed by only three active American generals, MacArthur, Doolittle, and Brig. Gen. Kenneth N. Walker, and 8 heroes of European theater operations in this war.

# AMBASSADOR ON WHEELS

ONE of Texaco's best-known employes is seldom seen around his own headquarters. He gets there about twice a year, and stays only momentarily, like a slugger touching first base on his way to a home run. Most of the time he is on a train going somewhere, or, having arrived, is addressing from 15 to 15,000 people. "A million miles through America" is what he calls his traveling job.

Alexander A. Nicholson was born 1890 in Ceres, New York, "so far back in the woods," he says, "that they used hoot owls for watch dogs." This is probably the first time his friends have seen his first name in print. They know him as "Cap," in tribute to his World War service. Somewhere back in his ancestry the surname was Nicholson, but in a minor family feud, according to his story, an individualistic forebear "knocked the 'l' out of it."

He was born with a genius for showmanship and nursed along a gift for gab. This one-time pipefitter's helper now addresses more than 50,000 persons every year, making from 15 to 20 speeches a month. Dates for him to appear before every kind of organization, from the Kiwanis Club at Kansas City to the national convention of Veterans of Foreign Wars, are booked months in advance. He doesn't even mention The Texas Company in his talks, but that doesn't matter—grateful local introducers do it for him. Not all his appearances are outside the Company; last year more than 50 groups of employes heard him.

Cap Nicholson is famous for his ability to deliver a 45-minute address in 15 minutes and to rouse even the most stolid audience to such a pitch that they will throw their hats in the air and cheer for whatever he happens to be talking about.

Texaco people began to hear him in 1919, when he entered Company service as a Pipefitter's Helper after having been an advertising man, department store manager, and cattle raiser. He gave pep talks to his men when he became a Foreman, and this ability took shape when he was made Employment Supervisor at Port Arthur Works. Some time afterward, as Educational Director of the Sales Department, he really started getting around. As Manager of the Personnel Department, later, his services were so much in demand outside his New York headquarters that he was presently made Assistant to the Vice President and given an almost continuous 150,000-mile-a-year trip instead of an office. "I'm one of the few tramps who pays income tax," he says.



Texaco's ambassador, A. A. Nicholson, Assistant to the Vice President

Not all of Cap's fame rests on talk. For one thing, entirely by his own efforts, he dug himself out of a grave in which he was buried up to his eyebrows. In the mid-1920's his death was expected hourly from a complication of several deadly maladies. How he was cured is his own story which he will relate privately, if you insist. To prove it, he can display a document that is practically the equivalent of a death certificate and place alongside it, dated a few years later, a letter from a prominent insurance company offering to insure his life, with double indemnity, up to one million dollars. Highly temperate in most habits, especially eating, he goes overboard for tobacco. He smokes a pipe 24 hours a day, or so he says, and cleans it twice a year. His lifetime consumption of tobacco is measured by the carload, and he has used more than a million matches.

With a powerful, resonant voice and a concise enunciation that never slights a syllable, Cap Nicholson's speaking rate of 300 words a minute—about as fast as that of the late Floyd Gibbons—confounds stenographers and stenotypists. Able to gauge the mental attitude of his audience to a hair's breadth, he becomes a cranial chiropractor when on his feet, pressing home a point here and relieving pressure there until every listener has received a thorough mental massage. Alternately chilling them by viewing with alarm, then raising their pulse-rate by pointing with pride, his express-train delivery leaves listeners with the feeling of having shot a perilous section of rapids in a rowboat, missing murderous obstacles by the skin of their teeth, and finally coming out into broad, smooth water.

"I'm convinced," says Cap of "Faith, America's Secret Weapon," a favorite topic of his, "that with the resurrection of that same, simple faith, superimposed upon the immeasurable industrial possibilities of this great mechanized empire, not even the God-defying guidance of that tom-tom thumping triumvirate that stalks the international horizon



OFFICIAL U. S. NAVY PHOTO

Ex-Marine Capt. A. A. Nichoson (left) prepares for several addresses at the U. S. Naval Training Station, Farragut, Idaho, largest "boot camp" in the country. With him are Lieut. (j.g.) B. C. Stampley, public relations officer (right), and E. C. Lindsey, Texaco Representative at Cœur d'Alene

today—that brutal, barbaric, bamboozling, boondoggling, butchering bunch of baboons . . . those termite triplets of turmoil, trial and tribulation with all of their megalomaniacal manipulations of murdering millions under the masquerade of war, and commanding all the armies of Europe, Asia, and Africa combined . . . could ever, by force, surmount the faith of this democracy and take a drink from Lake Michigan, or leave their filthy footprints across this magnificent commonwealth, in ten thousand years."

That's only part of one sentence. At Cap's rate of delivery, it seems no longer than the average-length sentence of the average speaker. The ten-dollar words and the alliteration are all there on purpose. He has studied their effect on his audiences and found it good. He has also studied the effect of verse and finds his listeners go for it—even when the verse is his own. People are particularly emotional and impressionable in war time, he says. He writes the verse either for such occasions or for relaxation. It isn't poetry, he admits, but it rhymes at the ends and like his prose it jingles in the middle.

Cap inserts plenty of jokes in even his serious addresses, partly to change pace, partly to drive points home. He tells them deadpan and, like a true showman, waits for the laugh. It takes a moment, because

the audience gets the beginning and the tag-line almost in the same breath. The impact is terrific.

Nichoson is truly an ambassador on wheels, because most of his traveling is done by train. He turned his back on air travel after one flight over enemy lines in World War I. Flying, he says, made his interior uncomfortable. "As a perpetual traveler," says Cap, "I contend that during this war the railroads of America have done one of the most outstanding and phenomenal jobs in the history of our country."

Some more Nichosonisms:

"I believe the American way in industry is not the hard way—it's the right way. The country that never gets entirely away from patched pants and cold lunches will never get very far off the beam."

"Out of this war I believe America will build a new defense line—a spiritual defense line—and when we do that we shall then begin to prepare ourselves legitimately to expect God to assist us, rather than to assume passively He's always running around showing partiality to the Stars and Stripes."

"The big job in America today is to justify the faith of those 56 immortals who had enough faith in us, whom they never knew, to sign the Declaration of Independence."

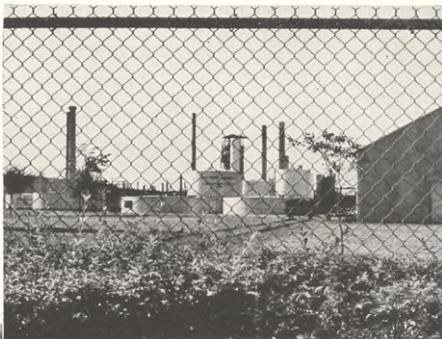
"A few more rail-splitting bees would do Americans good; they have to take too many sedatives to go to sleep."



A pen portrait of Texaco's Capt. Nichoson—trains, talk, tobacco

# STAR CLOSE-UPS

## PORT NECHES WORKS



This view shows a corner of Texaco's great Port Neches Works. Its more than 1,000 acres of facilities make it the largest asphalt manufacturing plant in the world

(Left) Port Neches Works' office is just behind the palm tree. The Works is well represented among the stars on Texaco's service flag flying with the National Colors



Guard W. C. Mills checks passes at the plant's gate, an example of wartime security practiced at all Company refineries and vital facilities



Line of workers moves past the paymaster's window on payday (right), with Pipefitter's Helper Eddy Nunez at the head of the procession



Stillman T. E. White (left) and others get pay checks. Conscious of their former co-workers in service, employees purchase War Bonds liberally

Port Neches' business is asphalt and asphalt products. In these tanks (below) are stored selected crudes, from which come quality asphalts





1. In this meeting room in the office building, foremen meet at 11:40 each day to coordinate efforts, discuss problems. Asst. Superintendent J. T. Froelich is presiding here



2. It's lunch time when the foremen conclude their meeting. No sooner have they left the conference room than girls of the office take possession



3. Between his dining period, doing game under with the Club, the recreation. Easiest way keep it is with ch...



6. Sub-Foreman George Stefflen tallies barrels of Asbestos Roof Cement shipping. Cans of Asbestos Fibre Roof Coating are not now made of metal



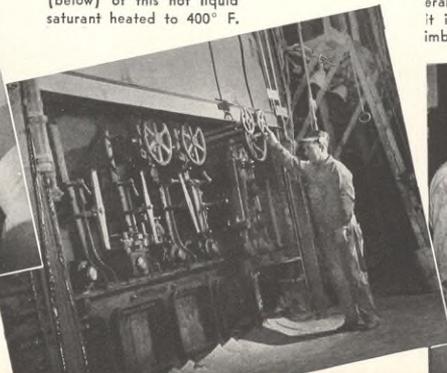
7. Liquid asphaltic products in bulk are shipped by tank car. Texaco Roofing Asphalt, a solid product shown on flat cars behind switching engine, is shipped in paper bags



8. Railroad sidings by tank car plant for loading. Texaco has been a leader in the use of petroleum asphalt for more than a quarter of a century and is one of the largest producers in the world



10. The roll of felt, which will absorb twice its own weight of asphalt saturant, travels for 100 feet through a tank (below) of this hot liquid saturant heated to 400° F.



11. Asphalt-saturated felt for mineral-surfaced shingles and roofing is sprayed with mineral granules (below) while it is still hot. The mineral imbeds itself in the coating



**TECHES  
RKES**



During lunch  
games get  
the Texaco  
ation hall.  
p the score  
the table



4. Sub-Foreman W. R. Hadley and friends hurry through lunch to make time for a pool game. Photographer's flash made him miss a shot



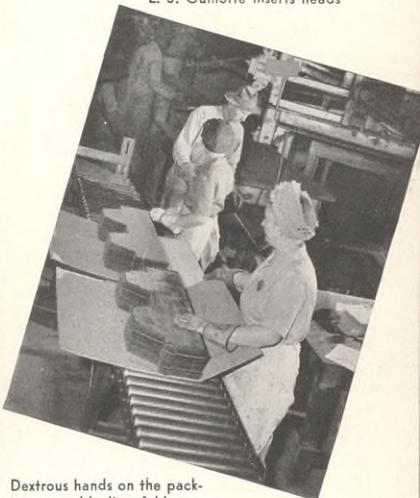
5. Texaco Asbestos Roof Cement comes from mixing kettles. Sub-Foreman Jack Mudd fills barrels, Filler L. J. Guilloette inserts heads



cars into the  
as Company  
development  
more than a  
ranks as one  
in the world



13. Machines cut shingles from strips of finished roofing and then deliver them to a conveyor belt for packing

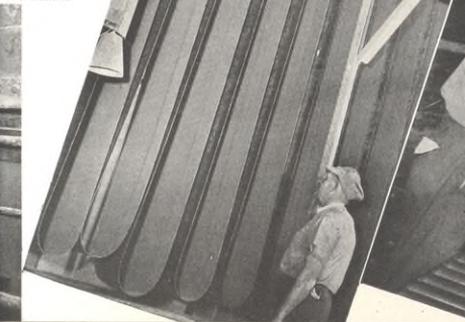


14. Dextrous hands on the packing assembly line fold corrugated board around uniform bunches of shingles fresh from the cutting knife

12. Finished roofing (below, left) is cooled on loopers. It is rolled or cut into shingles

15. (Below) Wire baler finishes package, which (right) soon proceeds to the warehouse

R. J. NESMITH



# STAR CLOSE-UPS

## PORT NECHES WORKS



Empty tank cars must be tested and cleaned. Barrel Filler C. E. Harper hands up a hot steam line to Barrel Filler H. L. Levine, who receives and connects it

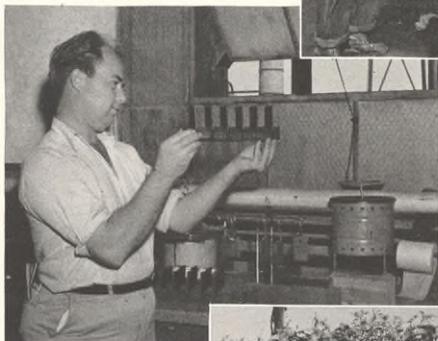


Decorations on library's floor depict ancient alchemist's symbols. Sign for "oil" is near Chemical Engineer J. W. Romberg's left chair leg

Trap Pumper M. Coleman is shown (right) at one of the manifold valves which control the flow of oil in one of the plant's multiple processes



Keeping grass short is part of a refinery's "housekeeping". Two tractors do the mowing. Truck Driver Oday LeBlanc is on one (below)



Tester J. R. Gillard in the laboratory examines metal plates exposed to "accelerated weathering" conditions to prove the effectiveness of Texaco Rustproof Compound



Another angle of maintenance and beautification (left): Gardeners Leonard Quebedeau and B. Hollister keep gardens, hedges, and flowers in good cultivation



# STAR PATRIOTS

## KILLED IN ACTION

ARNOLD FREDERICK BECKETT, formerly an employe of the Refining Department, Craig Works, a Seaman 2c-Torpedoman-Petty Officer in the United States Navy, has been killed in action in the South Pacific. He is believed to have been serving on a PT boat. Readers of THE TEXACO STAR will recall his picture in the Second Section, War Service Number, under the title "Families at War."

LIEUT. JOHN B. BYRN, United States Army Air Forces, former Tank Truck Operator at Port Arthur Bulk Station, Houston District, Sales Department, was recently killed in action in the Mediterranean theater of operations.

HOUSTON C. CORBETT, formerly Tank Truck Operator at El Paso Bulk Station, Houston District, Sales Department, was a Gunner's Mate 2c in the United States Navy, and was lost in the recently reported sinking of a warship in the Atlantic.

2ND LIEUT. JOHN GREGSON, former Agent at Brockton Bulk Station, Boston District, Sales Department, was killed in action in the North African area September 9, and the Order of the Purple Heart was conferred on him posthumously. He was serving with the Army's anti-aircraft artillery as an aide to Brigadier General Starr, and his death is thought to have occurred during the Salerno landings.

FRANK P. HUGHES, former employe of the Refining Department, Managerial Division, New York Office, with the United States Army Air Forces, was killed in an airplane accident in the European theater of operations September 11, 1943. He was employed as a Stenographer when he was granted a military leave of absence January 22, 1943.

FRANCIS JOSEPH ROBINSON, Assistant Creditman, Caltex Limited, Sydney, Australia, was killed in action in July, 1943.

CORRECTION: The Summer Number of THE STAR reported LOVIC CLYDE PENNINGTON, Sales Department, Atlanta District, as having been killed in action in North Africa March 13, 1941. This was the date he entered the armed forces, and by clerical error was substituted for the correct date of his death in action, which was July 4, 1943.



C. E. Leary

## MISSING IN ACTION

LIEUT. C. E. LEARY, who was a Scout for the Louisiana-Arkansas Division, Producing Department, has been reported missing in action since the war craft on which he was serving was reported overdue on October 27, 1943, and presumed lost.

## STAR PATRIOTS TO DATE

### Killed in Action or Died in Service

THE TEXAS COMPANY AND SUBSIDIARIES, U. S. armed forces . . . . .	22
AFFILIATES, Allied armed forces other than U. S., and civilians . . . . .	31

### Missing

THE TEXAS COMPANY AND SUBSIDIARIES, U. S. armed forces . . . . .	7
AFFILIATES, Allied armed forces other than U. S. . . . .	5

### Prisoners of War

THE TEXAS COMPANY AND SUBSIDIARIES, U. S. armed forces . . . . .	19
---	----

AFFILIATES, Allied armed forces other than U. S. . . . .	4
---	---

### Interned

THE TEXAS COMPANY, civilians . . . . .	1
THE TEXAS COMPANY, U. S. armed forces . . . . .	2
AFFILIATES, armed forces other than U. S. . . . .	20
AFFILIATES, civilians . . . . .	37
AFFILIATES, civilians previously interned and repatriated . . . . .	14

### Employs Serving the Government as Civilians

THE TEXAS COMPANY AND SUBSIDIARIES . . . . .	159
AFFILIATES . . . . .	23

Figures include persons listed on this and the following page, and in previous issues. Unless otherwise identified, they are from The Texas Company

TECH. SGT. LEVY JAMES MARCELLE, former Cook's Helper, Producing Department, Houma District, has been reported missing in action since September 3, 1943. He was a flight engineer assigned to the North African theater of operations. He has three brothers in the service, two of them overseas.



L. J. Marcelle

MAJ. RALPH J. MCBRIDE, JR., formerly Recorder's Helper, Louisiana-Arkansas Division, Producing Department, holder of the Flying Cross and the Purple Heart as a pilot on air raids over continental Europe, has been missing in action since the date of the Ploesti oil field raid, August 1. His squadron was sent to the Middle East in time to participate in the bombing of Sicily and Rome. Major McBride's picture was in the Fall Number.

#### PRISONERS OF WAR

The following employes of Société des Raffineries de Pétrole de la Gironde, about whom no information has been available since the German occupation of France, have recently been heard from and are prisoners of war in Germany: Robert Baux, Eugene Cabanes, Henri Cellier, Louis Floch, Paul Fournier, Aime Martial, William Poteau, Lucien Tincq, and Robert Windal.

LIEUT. JOHN G. ACKER, an employe of the Comptroller's Department, New York, with the United States Army Air Forces, was reported missing in action shortly after his plane reached its target over Bremen, Germany, October 9. A little more than a month later his mother in Richmond Hill, New York, received word that he was a prisoner of war.

DAVID L. COALE, an employe of the Comptroller's Department, Los Angeles, has been reported a prisoner of the Japanese.

2ND LIEUT. HUBERT C. GAGE of the Fort Worth Office, West Texas Division, Producing Department, navigator of a Boeing Flying Fortress until it was forced down over enemy-occupied territory early last Fall, is now a prisoner of war of the Germans.



Micheal Khoury

SGT. MICHEAL KHOURY, member of the Eighth Army Air Force and former Roustabout in New Iberia District, Louisiana-Arkansas Division, Producing Department, who was previously reported missing in action since August 17, is now reported a prisoner of war held by Germany. He served as an aerial gunner and radioman and acting

co-pilot on a Boeing Fortress. D. R. KIESER, Assistant Order Clerk, Caltex (Africa) Limited, is a prisoner of war in Italy.

SGT. JOHN HENRY LYLES, U. S. Marine Corps Reserve, former Roustabout in Houma District, Louisiana-Arkansas Division, Producing Department, was captured on the island of Guam a few days after Pearl Harbor.



John H. Lyles

He served in the Marines 1935-39, was called back into service February 16, 1941, and then sent to Guam. He is in a prison camp in Japan, where he writes he is in good health and well treated.

1ST LIEUT. LAWRENCE PHELAN, employe of the Technical and Research Division, Refining Department, New York Office, who was previously reported missing after the battle of White House Hill, Barrafranca, Sicily, has written from a German prison camp saying that he has settled down to "a comfortable if somewhat restricted routine." Lieut. Phelan holds the Silver Star for gallantry in action. He refused to leave White House Hill when the order was given to withdraw, saying he had to evacuate some of his own men first. He and five men covered the withdrawal of many others to safety by firing a machine gun at the rapidly advancing Germans until they ran out of ammunition.

#### REPATRIATED

The following five persons were interned by the Japanese and have recently returned to this country: ROBERT ARNOLD DICK, Apprentice Operator, The Bahrein Petroleum Company Limited.

LYNVAL C. FLETCHER, The Texas Company, an employe on loan to The Bahrein Petroleum Company Limited.

NEIL ARCHIBALD GORMAN, Marketing Assistant, The Texas Company (China) Limited, Tsingtau, China.

WILLIAM MAYGER, JR., Superintendent Sales Promotion, Caltex, Philippines, Inc., Manila.

GEORGE OTTO ROCKHOLTZ, Marketing Assistant, The Texas Company (China) Limited, Shanghai, China.

#### EMPLOYEES SERVING THE GOVERNMENT

I. B. BURTON, Assistant District Manager (Sales), Domestic Sales Department, Atlanta Division: Petroleum Industry Committee.

H. V. CLAUSEN, Boiler Fireman, Refining Department, Port Arthur Works: Operator, Neches Butane Products Company.

L. L. COLLINS, Water Treater, Refining Department, Port Arthur Works: Operator, Neches Butane Products Company.

F. R. CURRY, Representative, Sales Department, Boston District: Area Manager, Supplies and Distribution Committee, District No. 1, P.A.W.

JOHN F. CURTIN, Senior Engineer, Refining Department, Engineering Division, New York: P.A.W.

JAMES B. DAVIS, Marketing Assistant, Export Department, New York Office: Assistant to Executive Secretary, Petroleum Supply Committee.

M. A. DYER, Assistant to Manager, New Orleans District, General Domestic Sales: U. S. Coast Guard, Voluntary Port Security Force.

G. C. ELLIOTT, Special Auditor, Comptroller's Department, Houston Office: Special Consultant, P.A.W.

F. W. GARNJOST, Assistant to Manager (Operations), Sales Department, Territorial Office, New York: Supplies Manager, Supplies and Distribution Committee, District No. 1, P.A.W.

W. T. GOOCH, Chemist, Refining Department, Port Arthur Works: Chemist, Neches Butane Products Company.

JOHN GUDWIN, Assistant to Chief Accountant, The Texas Company (South America) Ltd., Rio de Janeiro, Brazil: U. S. Purchasing Commission in Brazil.

REINHOLD HEKELER, Assistant Secretary, New York: Government Appeal Agent, Selective Service Local Board No. 3, Hudson County, N. J.

C. H. JONES, Chief Clerk, Railway Traffic and Sales, General Domestic Sales Department, New York: Transportation Manager, Zone 5, Petroleum Industry Committee, Atlanta, Georgia.

H. H. MIRACLE, Stillman Helper, Refining Department, San Antonio Works: Head Operator-Purification, Neches Butane Products Company.

ROBERT J. MONICAL, former District Manager, California Texas Oil Company, Limited, Tientsin, China: Office for Emergency Management.

MRS. LILIAN V. MOSS, File Clerk, Export Sales Department, New York Office: Petroleum Administration for War, Foreign Operations Committee.

DEE H. PICKETT, Handyman, Refining Department, Port Neches Works: Fireman, Neches Butane Products Company.

L. A. YOAST, Fireman, Refining Department, San Antonio Works: Fireman, Neches Butane Products Company.



PHOTO BY FORT WORTH STAR TELEGRAM

B. E. Hull (left), President of The Texas Pipe Line Company on loan to the Government as vice president and general manager of War Emergency Pipelines, Inc., receives a citation for war service. J. S. Bridwell, independent producer, gives the "boss of the Big Inch" The Texas Mid-Continent Oil and Gas Association's 1943 Distinguished Service Award for outstanding service

# GLOBAL NEWS

## TEXACO AT WAR

**S**AID to be the youngest major in the North African campaign, Wade C. Wallis, Jr., recently turned 26 years of age, not long ago received the Distinguished Flying Cross with Oak Leaf Cluster from Maj. Gen. James Doolittle. He was awarded the Air



Maj. Gen. Doolittle pins Distinguished Flying Cross and Oak Leaf Cluster on Maj. Wade C. Wallis, Jr.

Medal with three Oak Leaf Clusters after 80 missions over enemy territory. More than 100 missions and four enemy planes shot down were to his credit when he got the Distinguished Flying Cross.

Maj. Wallis, formerly a Laborer in the Barrel and Drum factory at Port Neches Works, joined the Army Air Forces in 1940, was sent to England in 1942, and then to North Africa. After a leave at home a few months ago he was ordered to California, contracted pneumonia, was hospitalized in San Francisco, and married Miss June Webb, secretary to the hospital superintendent. His father, Wade C. Wallis, Sr., is a Stillman at Port Neches Works.

**C**APT. RICHARD Y. STAFFORD, whose death in action was announced in the First Section of THE TEXACO STAR's War Service Number, and who held the Purple Heart decoration, was recently posthumously awarded the Silver Star for gallantry in action. Capt. Stafford was an employee of the Producing Department, South Texas Division.

Capt. Stafford's company of Marines made a forced march through jungles and swamps on Guadalcanal October 9-11, 1942, and found themselves against unexpectedly strong enemy positions. Ac-

ording to the citation, Capt. Stafford "personally directed the assault, leading his men with courage and determination until he was killed from ambush by a Japanese rifleman. His resolute fighting spirit in the face of hardships and dangers was an inspiration to the men of his command."

**S**GT. ERNEST L. MAYNE, an employee of The Texas-Empire Pipe Line Company at Tulsa, received the Silver Star for gallantry in action and the Purple Heart for a wound in the recent Sicilian campaign. Sgt. Mayne served with a medical detachment in the infantry and, according to a citation, was wounded when an enemy artillery barrage fell on a first aid station. In spite of his wound, Sgt. Mayne continued to care for other casualties and aided in moving the aid station to the rear. "His courageous action," said the citation, "and disregard for personal safety reflect great credit on himself and the military service."

**L**IEUT. JOHN P. NOACK, former Stenographer in the Shipping Department at Port Arthur Terminal, had some experiences a while ago aboard *Sis*, one of the jinx bombers that always seemed to get shot full of holes but survived 27 missions over Europe. Partly because of them he won the Air Medal and the Purple Heart.



John P. Noack

As THE STAR goes to press, Lieut. Noack, full-fledged pilot, is missing in action. That story can be told another time, but an earlier story about *Sis*, reprinted by permission, shows that "comin' in on a wing and a prayer" isn't just a song:

"So many aerial prayer meetings have been held inside the four-motored bomber *Sis* that the men around here call it the flying chapel.

"When I took over they said it was a jinx ship, but I'm not superstitious," said Pilot Lieut. Charles T. Schoolfield, 24, of Baltimore, Maryland, as he watched mechanics virtually rebuilding the plane—named for his sister, Gertrude—for the third time.

"We've had to shoot our way out of lots of bad spots and several times we've been so badly damaged

there seemed nothing left we could do but pray and we always made it back,' he declared. Now prayer is part of the crew's ritual when the going is tough.

"Schoolfield is certain the Germans have chalked up the ship as 'killed' at least three times.

"On the last trip to Gelsenkirchen he even fooled his own buddies, who reported *Sis* diving out of control from 15,000 feet and believed to have gone down.

"Their eyes popped when they heard how the big battle wagon pulled out of the dive at 7,000 feet, shot down two Nazi fighters, drove off a half-dozen others, dumped bombs 'somewhere in Germany' and limped home an hour late with one dead engine and another acting up and with dozens of flak holes in the fuselage and the left wing practically shot off.

"Theoretically the plane should have fallen apart," Schoolfield said. "The wing was so loose it actually was flapping up and down—well, anyway, almost." Mechanics recalled this was the fourth wing for *Sis*.

"Schoolfield related that they were jumped by three Focke-Wulfs which daringly shot through the Fortress formation two minutes before they reached the target.

"The No. 4 engine was knocked out, part of the fin was blown off and a three-foot hole was blown in the wing," he said. "I lost control of the ship for only a few seconds, but when I saw the three Jerries following me down I continued to dive, hoping they'd think I was still out of control. Apparently they thought us goners for they finally pulled away."

"Examination showed that two 20-mm. explosions inside the wing had wrecked all internal mechanisms and experts said it was a miracle that Schoolfield was still able to fly the ship—not to mention bringing her out of the dive.

"Co-Pilot Lieut. John P. Noack, Port Arthur, Texas, was stunned but only slightly injured by stray shell fragments on his side of the ship.

"A 20-mm. shell pierced the ball turret and whizzed right over the shoulder of Sgt. Elmer W. Mills, Bronx, New York.

"After having hobbled along at only a few thousand feet, *Sis* was pounced on by five more Nazi fighters, just before reaching the coast. Two of them were shot down by Mills and Sgt. Berth Palmutter, Columbia, South Carolina, the right waist gunner. Palmutter also scored a bull's-eye by firing smack through the stabilizer of his own ship at a fighter which was trying to hide from view.

"The crew sweated out the rest of the trip in the radio compartment where they were ordered by Schoolfield to wait for orders to bail out. But he never had to give them.

"The boys just kept praying and the ship kept going somehow," he said.

"The tail gunner, Sgt. Henry J. Sommers, Pittsburgh, Pennsylvania, did not know until back at the base just what was going on. He was sitting back, unable to use the intercommunications system and watching broken pieces of the ship fly past.

"Other members of the crew included Lieut. Jack A. Kelly, 24, Beaumont, Texas, bombardier."



U. S. MERCHANT MARINE OFFICIAL PHOTO  
Cadet-Midshipman Frederick R. Zito receives the Merchant Marine Distinguished Service Medal from Capt. E. S. Macaulay, United States Navy (retired)

CADET-MIDSHIPMAN Frederick R. Zito, former Junior Clerk in the Accounting Department of California Texas Oil Company, Limited, received the Merchant Marine Distinguished Service Medal not long ago for rescuing a shipmate after their vessel had been torpedoed. The citation, "for heroism beyond the line of duty," said:

"The ship in which he served was torpedoed at night. The crew abandoned the fast-sinking ship in an orderly manner except for one man. This man, a fireman weighing 250 pounds, lost his hold in descending the Jacob's ladder. In his struggles to catch himself, he became so fouled in the boat falls that he was hanging head down and helpless. Zito left his position in the lifeboat, climbed hand over hand up the falls . . . cut the falls above them with his clasp knife and both men fell into the sea. Zito worked desperately to remove the ropes from the still struggling fireman. Failing in this, he, now at the point of exhaustion, took the entangled man in tow until both were picked up by a lifeboat."

The young cadet's own story of the rescue, told in a letter, was more modest. He said he "noticed a 300-pound baked ham, hanging by one leg, screaming for help. . . . I climbed up the rope and endeavored to cut him loose, but . . . the knife (paid \$5 for it in Bombay) would not cut. . . . I climbed down to the life raft . . . some sea-scout volunteered his, and I dashed back, cut him loose—splash, we both had a dip and swam over to the lifeboat and were pulled up to safety."

(Please turn to page 24)

## MEN OF LOCKPORT BEHIND THE GUNS



**IN THE SERVICE**



Pvt. William J. Laue, Laborer, in medical work

S 2c Robert E. Sullivan was a Laborer in the Roofing Plant



Cpl. Roy J. Laborence was a Laborer, Yard



PM 3c Allwin Holloway from the Laboratory



Cpl. M. E. Sipel, Laborer, now an MP



Cpl. E. Sullivan was a Pipefitter at Lockport



Pvt. L. Adelman, Lab, was sent overseas



Pvt. R. J. Connerly trained with tanks



John F. Scheidt, from Fireman to P.F.C.



Cpl. F. L. Zupancic, Jr., in the Artillery



Glenn L. Kilmer, Jr., Steel Erector, is a sergeant



Jack E. Hemphill became an Army private



Capt. E. E. Bischoff used to be a Pumper



Pvt. F. E. Richter was in the Laboratory



Leon Gibes has an Army medical post



Pvt. Lawrence Johnson is in Army motor transportation



P. F. C. M. E. Aulse, A.A.F., was Steel Erector Helper



Sgt. John J. Albert of the Army was a Pipefitter



S 2c John A. Rigoni has spent some time on overseas service



CM 1c R. S. Clugston has done some overseas Seabeeing



Lieut. William Burt was a Steno-Clerk in the Purchasing Department, New York



Cpl. Frank Mester, Junior Clerk, Insurance Department, N. Y.; in the Army

IN ★ ★ ★ ★  
THE ★ ★ ★  
SERVICE ★ ★

### WHITE COLLAR MEN IN KHAKI SHIRTS



Lieut. George P. Elligers, Clerk in the Legal Department, N. Y.; artilleryman



Alfred J. Jordans, Steno-Clerk, Legal, Los Angeles, is now an Army technician



Marine P.F.C. F. J. Dealy, Junior Clerk, Comptroller's, Houston; 18 months in action

## GIFT OF LIFE

THOUSANDS of "gifts of life" in the form of blood plasma from Texaco employes all over the country have been sent to help save the lives of men in the service. The group in the top photo at the left is from the Denver District Office, Sales Department. Some in the group have made four and five donations. In the lower photo the Indianapolis District, Sales Department, office force is lined up at a blood bank with District Manager S. C. Bartlett waiting his turn in the center background. Some locations have made a practice of having at least one donor represent every employee in the armed forces. More than 445 employes are regular donors at the blood bank sponsored by the New York Offices.

# UNCLE SAM'S LOUISIANA- ARKANSAS PRODUCERS



P. F. C. Luke P. Sal-eme was in a movie made for Army men



The Army Air Forces took former Roustabout H. T. Goodroe



Pvt. Andrew W. Landry's address is now "care of Postmaster"



Flt. Officer A. T. Middleton was a Clerk



L. E. Somme, Jr., Texaco Cook, now Navy cook



SC 3c R. B. Prudhomme was and is a cook



BM 2c J. W. Le-Boeuf, a Coast Guardsman



CpI. M. W. Ewing was an Analysis Clerk



Capt. Harold F. Bockhorn is in Army Air Forces



2nd Lieut. R. V. Daspit, Jr., was a Derrickman



P.F.C. S. J. Arceneaux, formerly Cook's Helper



Capt. Boyce Penrod, Jr., in North Africa



P.F.C. F. J. Thibodeaux is a Marine



Pvt. Carl Fontenet entered the U.S.A.A.F.



MM 1c T. R. Smith, joined the Seabees



Roustabout E. W. Johnson, a Navy Seabee



Pvt. E. L. Taylor, an Army Medical Corpsman



Cpl. C. F. Greene, Jr., once Draftsman



S. Sgt. W. B. Bogan, in the Field Artillery



Cpl. Jones Polk, once Rig Builder, is an MP



S. Sgt. Luby J. Lyons, now is mess sergeant

## MORE MEN FROM THE LOUISIANA-ARKANSAS DIVISION



Y 3c Herbert H.  
Briley, Seabees

Pvt. E. M. Moore  
went overseas



J. R. Chitwood,  
Jr., Artillery

Cpl. H. C. Brad-  
ford was a Clerk

S.Sgt. Carlo Elar-  
do saw action

P.F.C. A. R. Si-  
gur, Army baker

Marine 1st Lieut.  
Stanwood Duval

Lieut. Arnold L.  
Dube, U.S.A.A.F.



Capt. W.D. Leath-  
ers traveled far

S.Sgt. A. A. Ho-  
ard, Air Forces

Lieut. C. A. Bee-  
son, Procurement

Sgt. E. J. Leonard  
became an MP

Lieut. C. O. Beau-  
champ, A.A.F.

Air Forces Lieut.  
S. G. Youngblood



Sgt. B. I. Jack-  
son and (below)  
Edgar J. Hebert,  
Jr., S 2c, Navy

Cpl. A. E. Rol-  
and and (below)  
Lieut. J. R. Rum-  
baugh, abroad

S.Sgt. John T.  
Crook. Van Wood-  
all (below) is  
now a sergeant

Cpl. C. J. Cham-  
pagne. Below is  
Paul Boudreaux,  
PBM 1c, Seabees

C. R. Kelly is a  
corporal, Elmer  
J. Darsey (below)  
an infantryman

Sgt. R. D. Wheat,  
overseas. Below  
is H. J. Vampran,  
also a sergeant



## GLOBAL NEWS

(Continued from page 19)

**P.**F.C. William McNamara, formerly of Texaco's Providence Terminal and now with the United States Seventh Army abroad, was awarded the Purple Heart decoration for two wounds received during the Sicilian campaign. Serving as radio operator to his major, the two of them were blown up in a jeep by three land mines. Three weeks were required for him to recover from the experience.

Private McNamara's regiment took a leading part in the invasion of Sicily, captured the important airport of Camiso and the mountain known locally as Monte di Affermo but called "Bloody Ridge" by the Yanks. Commandeered mules dropped dead trying to get over the passes, and men were used instead as burden-bearers. They advanced up the steep slopes of this mountain under cover of a three-battery barrage, and the operation took two days, but, says Private McNamara, "we did not have any food or sleep for quite a few days."

**O**ther employes whose conduct or prowess has caused them to be singled out for special awards:

P.F.C. Mitchell P. Goudron, Registered Rest Room Inspector for Michigan, Chicago District, Domestic Sales, received the Purple Heart for singular bravery in the Buna Sector, New Guinea, where he was wounded in the arm. He is doing office work with a service company in Australia.

Capt. J. C. Zucco, Salesman at Colton, California, Los Angeles District, Domestic Sales, was decorated with the Air Medal for 100 hours of combat. He is with the Ninth Bomber Command.

Lieut. Alfred H. Markel, who formerly worked at Texaco's Delaware River Terminal, Refining Department, wears the Air Medal with Oak Leaf Cluster for operational flights over enemy territory. His Scotch terrier mascot has to her credit a forced landing in the Welsh mountains.

Lieut. Walter Cragg, first to enter the service from the Insurance Department, New York, October 8, 1940, won the Purple Heart in Italy for a wound received in action which cost him his right leg.

First Lieut. Wesley Irl McKee of Port Neches Works now wears the coveted Air Medal.

P.F.C. Jerry Uehlinger from the Purchasing Department, New York, won the Purple Heart in Italy.

Sgt. A. L. Pellerin of Port Neches Works was awarded the Good Conduct ribbon while in Africa with the American Fifth Army.

Staff Sgt. Miles H. Nabors, formerly with the Producing Department's Geophysical Division in Houston, was one of an Army Air Forces group that received a citation.

**A**n interesting fact about one Texaco tanker was the revelation that this vessel, built and commissioned just before the war, had made 50 transatlantic voyages, 45 of them during hostilities. She sailed under Norwegian registry.

This "tanker champion of World War II" delivered enough high-octane gasoline to Britain for 39 bombing raids of 500 planes each over continental Europe, it was announced after her fiftieth crossing. Once she hit a mine, but received only a hole in the bow and lost no cargo. The rest of the trips were uneventful, and not even a submarine was sighted.

## Foreign Operations Regrouped

**L**OOKING forward to developments in overseas operations after the war, the Company's Export Sales Department and Producing Department—Foreign have been made into a unit to be known as Foreign Operations under the direction of Vice President C. E. Olmsted.

An Executive Division of the new unit has been created with W. F. Moore, former Manager of the Purchasing Department, and W. H. Boric, former General Manager of the Export Sales Department, as Assistants to the Vice President in charge of administration and sales respectively. Harris T. Dodge, formerly Assistant General Manager of the Export Sales Department, has become General Manager of foreign sales. F. C. Sealey retains his post as Manager of foreign production.

W. I. Moody is Assistant to the Management in the new Executive Division. A. J. Singleton, Managing Director of The Texas Oil Company, Ltd. (England), and O. B. Small, former Superintendent of the Export Sales Department's Caribbean Division, are Assistant General Managers of Foreign Operations' sales department.

Changes in The Texas Company's Purchasing Department brought about by the elevation of Mr. Moore to his new post include the succession of Greer W. Orton, former Assistant to the Manager, to Mr. Moore's former position as Manager. R. S. Hatch is now Assistant Manager of the Purchasing Department, and R. M. Morrison is General Purchasing Agent.



M. P. Goudron



# What Kind of Gasoline

## Does it Take to Fly a Bomber to Berlin and Back?

**F**IRST, it takes "base stock" — cream skimmed from the top of the finest crude oils—virtually a complete gasoline in itself—better in some respects, than the famous Fire-Chief and Sky Chief Gasolines that motorists have learned to know and trust—but not good enough for the boys who fly these bombers and keep 'em flying.

Next, it takes "backbone." Have you ever heard of sulfuric acid alkylation? Well, long before the war started, Texaco research men went to work to build a backbone for aviation gasoline. They developed the sulfuric acid alkylation process—a process which takes molecules which never had a chance and converts them into *alkylate*. Alkylate makes possible the tremendous quantities of 100-octane gasoline which the oil industry is producing today. By blending alkylate with the base stock, it is easy to make a gasoline that will reach 100 octane. Pretty good—but *not good enough!*

"Muscle" is also needed—so next we take some very special power-giving materials made in our refineries just for this purpose. What is the octane number of these products? We don't know. But we do know that the octane numbers are above the standard scale. We have to measure them in terms of power relative to



PHOTO BY RICHIE

100 octane, and they are *at least 130 per cent better*. And Texaco "learn how," coupled with long-established Texaco "know how," changed these particular products from relatively scarce laboratory chemicals to quantity-production items in the record time of six months! Pretty good? But not good enough, even yet! So now we add—

A "shot in the arm." This means a lot of things. One concentrate alone, added primarily to balance the fuel so it can get those 2,000-horsepower engines off to a roaring start in Alaska, North Africa, or the Solomons, gives about *40 per cent more power than 100-octane fuel*. Another, tailor-made to improve engine performance during those severe climbs in the midst of aerial dog-fights, turns out so much power that we don't even know how to evaluate it in terms of our present methods! And all of these materials, blended with Texaco craftsmanship, are stabilized so that they can withstand the rigors of Arctic cold and tropic heat without losing any of the vital qualities we build into them.

That's the story of Texaco Aviation Gasoline. Good enough? Just watch your papers for that next round trip to Berlin. You'll know that Texaco played its part in taking our fighting men there and bringing them back.



*"We fight not to enslave, but . . . to make room upon the earth  
for honest men to live in."*—THOMAS PAINE

The Texas Company (including wholly owned subsidiaries operating in the United States) .....	4,756
Foreign Subsidiaries (operating outside the United States) .....	51

**Affiliated Companies—Domestic**

Texas-New Mexico Pipe Line Company .....	58
The Texas Empire Pipe Line Company .....	23
Kaw Pipe Line Company .....	60

**Affiliated Companies—Foreign**

The Bahrein Petroleum Company Limited, and California Texas Oil Company, Limited .....	111
California Arabian Standard Oil Company .....	12
N. V. Nederlandsche Pacific Petroleum Maatschappij .....	5
Colombian Petroleum Company and South American Gulf Oil Company .....	18

